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April 2011

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- Scratchbuilding with Paper
- Mirrors for Staging
- X2011 Convention Highlights

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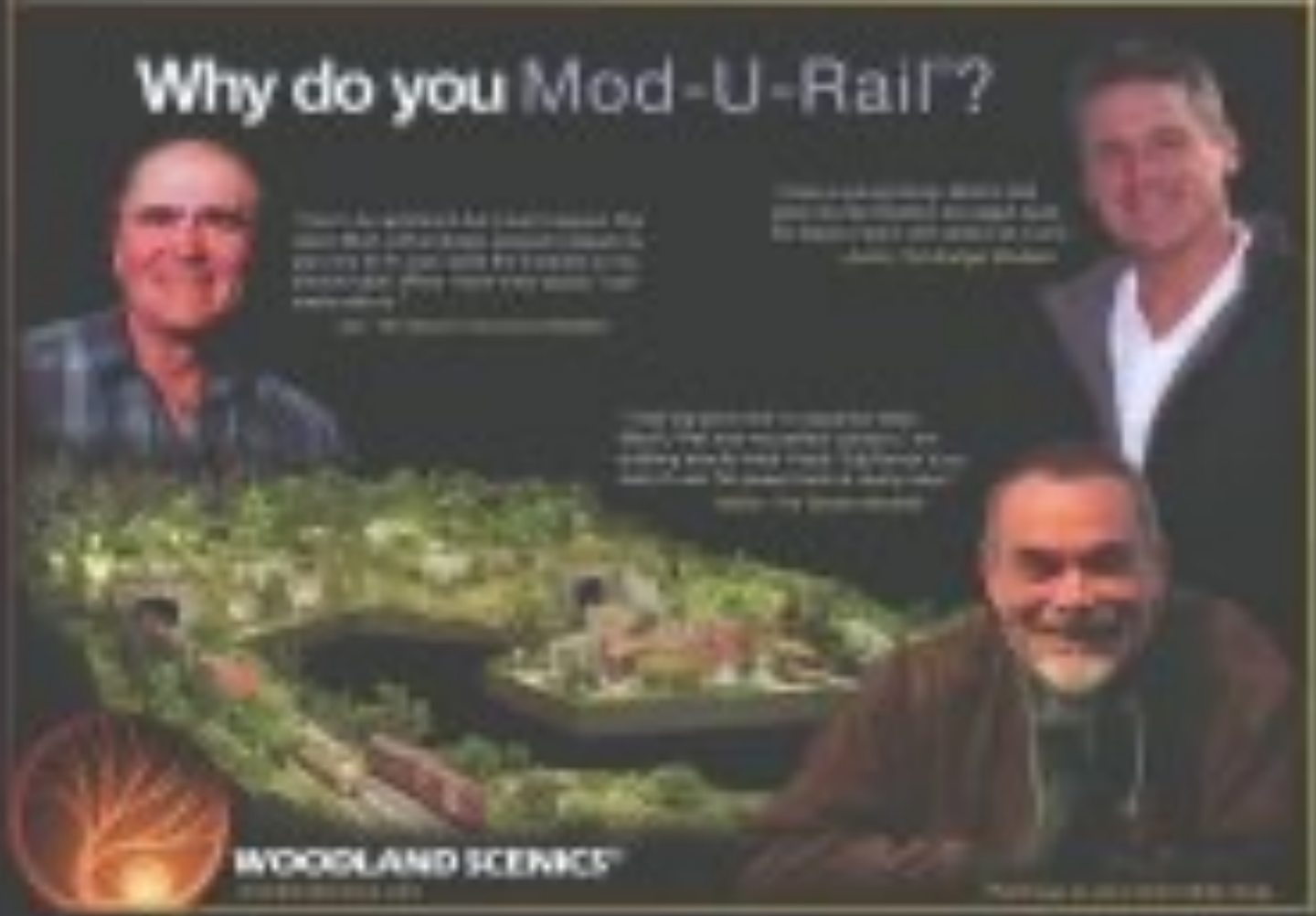
NEW RELEASES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Observation Car

nmra magazine

Official Publication of the National Model Railroad Association

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nmra magazine

The NMRA advances the worldwide scale model railroading community through education and standards as well as advocacy and fellowship.

Diamond Club: it's all good news!

President's Car

NMRA President Mike Brestel

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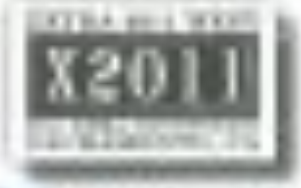
Clinics, RPM, and Op Session Highlights at the Extra 2011 West NMRA National Convention

Article by: Bob Hayden (NMRA Chairman 2010) | Photographs as credited



Clinics are always a great draw at NMRA National Conventions and your co-chairs are anticipating clinic programs at the Extra 2011 West Convention in Sacramento, California, in July. We have been proactive in putting together an outstanding lineup of hands-on clinics, motivating presentations by world-class clinicians and clinic fairs by experts in a number of different fields. You will find clinics on a number of cutting-edge subjects as well as a series of clinics to help you enjoy some of the other events during the Convention, including railroad tours and operating sessions! Distinguished speakers, experts from 100 different clinics.

Subjects for some of the more "state of the art" clinics include those on rapid prototyping (using 3D CAD, or computer-aided drafting, to drive a specialized "printer" to produce masters, which can then be used to create low-cost castings), greatly improved in photo-etching and even scenery modeling using a laser cutter. Another "state-of-the-art" clinic will be on modeling railroading with Arduino, an open-source electronics prototyping platform that can be used to control sensors, LEDs, special effects, signals and much more. (Visit www.arduino.cc for a preview.)

With the growing interest in prototype modeling, there is a need to learn more about how to research subjects from freight cars to specific railroads. A panel discussion on Prototype Research will tackle this and topics from Jack Burgess, Richard Hendrickson, Tony Koester, Tony Thompson, and Dick Wyatt. Contact for the CARM. They will discuss everything from photo sessions to hardware maps and from historical archives to patron members. In a complementary clinic, the California State Railroad Museum Library staff will acquaint Convention attendees with the Museum's broad array of resources and how to access and utilize them. The CSRM Library is North America's largest railroad reference library, with an archival collection that includes literally millions of photographs, drawings, corporate records, periodicals, and much more.

Prolific author Jim Scribbins will present a clinic, most likely on Southern Pacific diesels, although the subject hasn't been finalized yet. Jim has written several dozen books over the years, primarily on Southern Pacific diesel locomotives, including the long-running Southern Pacific Motive Power Annual series and the newer Southern Pacific Diesels books and series. His most recent work is Southern Pacific Steam (1869–1955), expected to be released in February 2011.

Convention attendees will recognize the name of a number of "new" presenters, including model railroad author John Signor, with nearly a dozen railroad books to his credit. He is also the editor of the Southern Pacific Historical & Technical Society magazine. With Sacramento being the western start of the climb to Donner Pass, it is appropriate that John's clinic will highlight Donner Pass and SP's Western Division.

Author Bob Church has established himself as both an author and an authority on Southern Pacific steam locomotives, having authored three books in a series of definitive accounts of different classes of Southern Pacific steam locomotives. Not surprisingly, his clinic will concentrate on SP steam locomotives.

Tony Thompson is the author of five books on Southern Pacific freight cars. He was also involved in a story when books, including being the co-author and editor of the authoritative book on the Pacific Fruit Express, the subject of his clinic.

Other well-known authors include Judy Bonavita, who will discuss model railroad design and operation, and a clinic on the challenge of getting ready for an Allen Keller video shoot). Andy Sperandeo, Executive Editor of Model Railroader magazine, will present a clinic explaining recent locomotive details.

A number of clinics will complement prototype and operations, allowing attendees to learn more about the prototype railroad they can visit on railroad or layout tours. These will include Union Pacific conductors Bill Kaufman (San Francisco), Stan Rich (Los) and Jack Burgess (Sonoma Valley Railroad) in addition to presenters Kelly Wyatt and John Zach (two different clinics on the Union Pacific), author Bob Peacock (SP's locomotive design), author Dave Stanley (Central California Traction), author Steve Mandell (Modesto Empire Traction Company) and two different clinics on the Northwestern Pacific Railroad.

Along these same lines, Railroad Model Craftsman editor Bill Schneppenheim will present a clinic on the Nevada County Narrow Gauge Railroad. Jim modeling prototype. In second year for presentation, Bill will lead a tour on Sunday that will follow the NCNG's right-of-way from Colfax to Nevada City's Olympia along the route on bridge and trestle sites, view portions of the right-of-way and visit the Nevada County Narrow Gauge Railroad Museum in Nevada City.

Bruce Smith has been long-time operator in pushing the frontiers of electronics control including DCC. His influential series in *RMC* magazine on interfacing a railroad to a computer is the 1980s and his development of the Computer Model Railroad Interface (CMRI) model electronics and software standards that have been widely installed, if not thousands, of model railroaders to add operational signals their layouts. Bruce will discuss prototypical signaling and how to incorporate them using CMRI. Much of this information can be applicable to a layout regardless of what hardware/software combination you use, so this are of clinics is strongly recommended for anyone interested in signal modeling and DCC.

We will also present a number of clinic "tracks," each a day-long series of clinics based on a single subject or "track." There will include a layout design track from "from scratch" where you can see professional layout designers (Bruce Hendrickson and other) members of the Layout Design SIG for an interactive session on track planning and layout design.

Another "track" will concentrate on layout operations and will begin with a description of a day in the life of a dispatcher (presented by a retired UP dispatcher). followed by clinics explaining CTC/TWC (Time Table and Train Order), Track Warrants, and then CTC dispatching.

Another clinic "track" will provide an introduction into railroading, from a prototype perspective. Beginning with a general overview followed by clinics on installing de-

[illegible] programming languages and sound effects. A video [illegible] of clinics by the staff from Soundtronics will explain prototype operation, both wired and [illegible] using DCC decoders with on-board sound effects.

JMRI is the acronym for Java Model Railroad Interface. JMRI volunteers have developed a number of Java-based applications for model railroaders, including Decoder Pro, which provides a simple, computer-based method of programming decoders, and PanelPro, which implements a CTC machine or a computer assistant. There will be a number of JMRI clinics during the week to further explain these and other applications plus a user meeting.

Does what has been said about hobbies as a whole still remember Jules Olitski, founder of the Metal Lizzie (also and as a "landmark" figure by Abstract Expressionist) and who also built the Livonia and Southwestern RR prior to [illegible] for ACE Model Railroad with Ken Jaeger working for Walt Disney Imagineering in the mid 1970s. Over the years, they worked with several famous Disney legends, artists including Ward Kimball (Grizzly Flats RR), Roger Gulf (Circus Locomotive/Chase and Escape), Carl Stalling (Halloween and Christmas specials), and many more. Inside were the greatest collection of all was Walt Disney himself. Have "just one by yourself" clues will take us to the homes of the above railfans and their railroads.

Just in case you begin feeling overwhelmed by clinic selection, there's Model Railroad Hobbyists, in addition to presenting a display car show, will have a video running every night highlighting eight Caltrain's Oregon and Washington trains, each of which can be purchased for $1.5 million or less. Why? Because, as Richard said, but with Santa's riches still far outstripping all say in their clinic write-up, "Most NMRA members and their significant others are interested in other things besides trains, and those interests often include good food and wine." Sounds very logical and considers great and Disneyesque food!

Railroad Prototype Modelers Meet

Clinics are wonderful, but sometimes, modelers want to get out and see models up close and talk to the builders. Railroad Prototype Modelers (RPM) meets are a great way to do just that, as the prototype hosts how-to model layout models. The Epoch III Wye Convention will include a full RPM meet.

If you've never attended a prototype meet, you'll be pleasantly surprised at this event. While the display of models might look like a model railroad show, everything at RPM meets focused, bright on prototype use and interior [illegible] models. Good interior scenic structures, as well display techniques and discussions surrounding prototype modeling. And the builders at these models will often be on hand [illegible] to talk about their layouts and the modeling techniques employed.

Everyone is invited to bring models to display at RPM. Unlike model railroad shows, there are no limits to complete and no judging. Instead, hobbyists typically provide some general information concerning the prototype and a discussion of how the model was built, whether through readily available kits, kit-bashing, or scratchbuilding. Since the information always includes the scale, while builders it is always easy to substitute builders of parts also provides advantages and more room.

According to RPM meets is a great way to exchange research to get home with new ideas, and models or models that stick of railroads bought and kept.

Op Sessions

"Op sessions" is an abbreviation for "operating sessions" and are organized by the Operations Special Interest Group. The OPSIG is dedicated to encouraging interest in railroading problems in prototype operations. They also help regional modelers to have operating sessions all over the country. For Epoch III, "Elite, our OPSIG coordinators have an operating session during both the Advance Session (via the marked prototype) Convention, and during the Convention week. There will be approximately a dozen layouts with more than 150 operating slots/models during the Advance Session (prototype operations). Another 10 or so layouts, with over 300 operating slots, will be available for operations during the Convention with more possibly available by the start of the Convention.

Like layout tours, prototype tours, and other events, you can sign up on our website (www.x2011.org) to operate on one or more of these layouts during the Advance Session or the Convention. If you want to participate, assignments distributed via our website as more layouts and operating slots will be finalized as the date of the Convention draws near. Once trainmen, engineers and the rest of operations ("T.T.O.A. Track Warrant Control", automobile) arrives, a check-in procedure will be established. Upon checking in, each participant will receive a packet containing the clinic schedule, a map of the layout room, and a list of the trains that will be operated during the session. Each participant will be assigned to a crew, consisting of a conductor and engineer, and will be given a train to operate. Crews will be rotated so that each participant will get to operate on different trains and in different locations on the layout.

Most, but not all, of the layouts will be operated by OPSIG members. Some will be operated by non-OPSIG members who have volunteered to host an operating session. Although OPSIG members may volunteer for operating sessions on their own layouts, they are not allowed to operate their own layouts during the Convention.

After the clinics and operating sessions, there will be a banquet and [illegible] on Saturday evening, July 30th. The Convention will close with [illegible] on Sunday morning, July 31st.

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EXTRA 2011 WEST
X2011

Routing Trains Through Staging

An Application of DCC Macros

article by Dick Lehnen; photos by Jeff Wheldon

Many of us operate different kinds of locomotives requiring operations on our model railroad. I still do, as I have not yet reached the point where I'm willing to sell my steam engines. Operating a train through staging on my Chicago & Eastern Illinois Railroad (C&EI) in the 1950s, I've found that I sometimes encounter problems with the locomotive's direction of travel. Some of my steam locomotives run backward, and my diesels run forward. Sometimes I want a train to run backward through staging, and sometimes I want it to run forward. Sometimes I want a train to run backward through staging, and sometimes I want it to run forward. Sometimes I want a train to run backward through staging, and sometimes I want it to run forward.

The Prototype C&EI

C&EI was a mid-sized Class I railroad that linked Chicago with the southern coal mines. The line maintained the C&EI's main mainline as an upside-down "T" with Chicago at the top, the Evansville gateway at the southeast, and the St. Louis and Thebes gateways the southwest. The terminus line separated at Woodland Junction, Illinois.

I model the most operationally interesting part of C&EI — the Chicago-Evansville, Indiana mainline. I have chosen studying C&EI operations than to celebrate so many through freights, locals, and trains the C&EI had heavy passenger traffic. This traffic included the premier Chicago-Florida C&EI Flyer, also known as the Dixie Flyer, Dixie Flagler, Dixie Mail, and Cincinnati C&EI, in conjunction with Louisville & Nashville, also

Figure 1

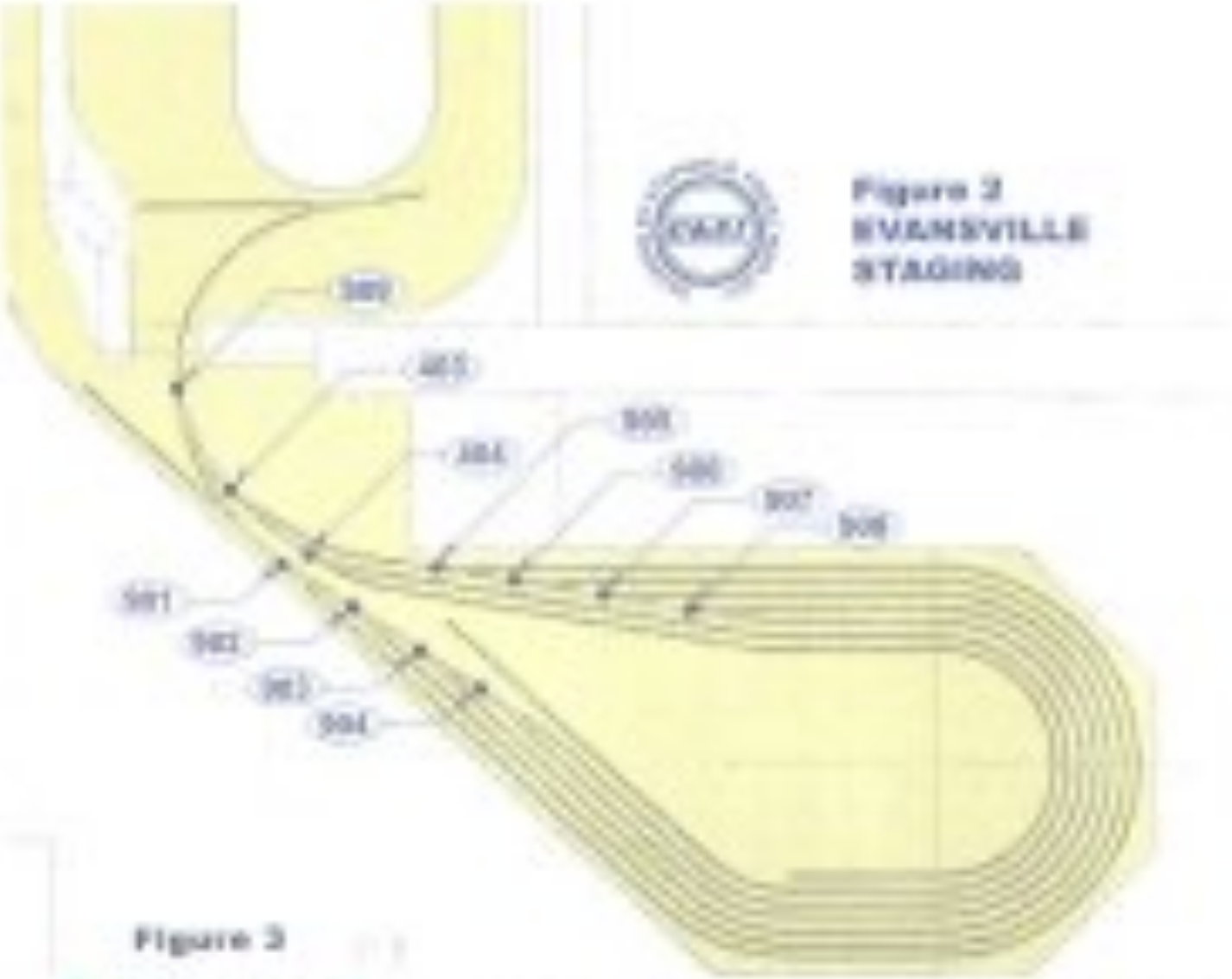

Figure 3

up a system of control and sensor modules that would be easy for me to understand and maintain on the road.

I use a three-digit (100-series) number to designate the master address to which each module will respond. For example, I assigned the 900-series numbers to the left-hand master controlling a loop track and a 400-series number for a master controlling a mainline track. (See Figure 2.) Switch the slave unit to assign numbers 1 to 20 (101 to 120 in address, in our layout terminology) to correspond with the turnouts.

For the master commands, I used two-digit (10-99) numbers. I assigned the 90-series numbers for the Evansville industrial master, each bit in the 90-series numbers for Evansville industrial turnouts. The second digit of the master number indicates the track. For example, master 91 is the Evansville industrial track 1, and master 94 is the Evansville industrial track 4. Similarly, master 81 controls industrial 1 and 84 controls industrial 4. Switch the slave unit to assign numbers 1 to 144 for master numbers.

We are ready to define the master logic for the three-track example. For [VARIABLE 11] TRACK 1 (master 91) we set master 901 as 1 (straight). For [VARIABLE 12] TRACK 2 (92) the values are 901=1 (diverging) and 902=2 (diverging), and for [VARIABLE 13] TRACK 3 (93) 901=1 (diverging) and 903=1 (straight). The table below summarizes the master logic for a three-track yard.

Description of Command		
Master Number		
Master Logic		
[VARIABLE 11] TRACK 1		
91		
901=1		
[VARIABLE 12] TRACK 2		
92		
901=2, 902=1		
[VARIABLE 13] TRACK 3		
93		
901=2, 903=1		

Figure 4

data problem simply is to tie the event codes to a track.

Programming Macros for Evansville Inbound

[illegible]	
[illegible] #1	#1
[illegible] #2	#2
[illegible] #3	#3
[illegible] #4	#4
[illegible] #5	#5
OUT Track #1	#1
OUT Track #2	#2
OUT Track #3	#3
OUT Track #4	#4
OUT Track #5	#5
[illegible] Track #6	#6
[illegible] Track #7	#7

Programming
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

I use a spreadsheet to keep a record of my macro commands. The following is a summary of the macro commands I use for Evansville staging.

Macro 0 (or you have already done most of the work for creating the Evansville inbound macro logic. Look at the diagram for Evansville staging and you will notice there is only one southbound to-the-main track: macros #1 and #2. The macro subroutine command 308 — 1 (straight) throws 308 towards the diverge to staging. The reason for this command is that macro 308 will be zero on the value 0 whenever someone turns a switch on hardwired train. If you have more 300 to 1 every time you want to make a route inbound, there is the possibility of having the value of 308 at 1 to 1.

Macros (another macro numbers 11 through 19, to program several of them (macros 11 through 13), for all the inbound routes include the commands to macro 309 (to 1 straight). Since we have added a command for macro 309, all the Evansville inbound routes number to program to add the additional command.

Programming Macros for Evansville Outbound

For outbound trains at Evansville staging (see Figure 6) process is slightly more complicated set of macro commands. In addition to switch 6 marks 1 to 10 used for dynamic staging, there are two mode marks (8 and 7) and the concept of subdivided routes (see the diagram of staging). The macros for the outbound side of staging are the 80 series numbers. The mode marks are numbers 400 and 404, inbound to the right and prior for entering the macros on the route. See the spread sheet for the macro commands and two more macros (81 through 87). After you have entered the commands for the outbound side, by macro check your logic and see each step over the wheels mounted to watch some of the switch pads.

Using Macros for Operations

My layout use NCE's two-throttle cab-throttle (inbound or outbound), which has a NCE 801 button (see Figure 6).

Figure 6

Then macro relays will throw when I get to staging or use the both inbound and outbound macros. I have placed directions for the macro commands on the back of the layout, which users directly from my spreadsheet. The crew comes simply look up the appropriate macro number, push the #DEC 80 button, enter the macro number and then push the ENTER button. Then using storage tracked and Z-scale don't use completely through staging and done macro #81's (generate them not other macro #81's) #7 to back the main into the mid-track 1

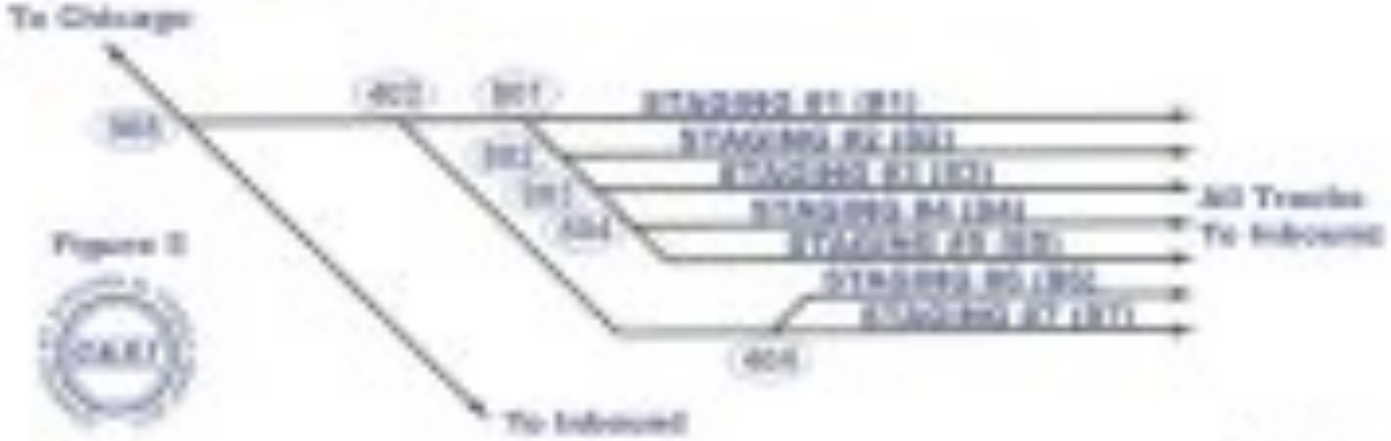

Figure 5

Figure 7

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Train 119 Departs North Franklin Yard

words and photographs by Chad Boone

Photo: Wide CP tonnage is close aboard as train 119 rolls the mainline at the yard ladder.

LAKESIDE LINES

[illegible] Lead sets and bridges [illegible] the old days. The three drivers on both of the diesel [illegible] with [illegible] Sisters, the locomotive [illegible] and the Sonora Fire began [illegible]. I hoped to see or continue the short [illegible] bridge [illegible]. The Lakeside Grove station to bridge be [illegible] number] where I was able to get several nice shots of the departing Train 149.

At Fancy [illegible], I was able to visit the historic Fancy fire station [illegible]. The railroad gains altitude here to climb out of the valley of the Middle Fork while [illegible] Kenyon, crossing Moore Hill on a 1 percent grade. The line follows the river through a gentle curve at first, then completes the ascent of the valley with two segments of 3.5 degree curvature. I was caught up with Train 149 at Switch 5, where the locomotives detoured to a yard to allow Fancy to depart. As crews made their way toward the locomotives and waved to the passing riding. The engineer gave me a good look as they entered the Little Thompson canyon.

I then headed my way to an area of the river [illegible] Moore Hill Road, at the far end of the Little Thompson canyon. Fortunately aware of my presence, the train's engineer placed me a little closer to [illegible] for me to be moved through the [illegible] road's crossing. A short way beyond the Moore Hill Road crossing, the line enters the Big Thompson canyon, a stretch of nearly [illegible] degrees of 3.5 degree curvature, which curves the railroad around the tip end of Moore Hill. Unfortunately, [illegible] the sun's position the most favorable for the [illegible] curve, I thoroughly enjoyed my [illegible] to get ahead of the slow-moving train.

[illegible] Ranger [illegible] Train 149 [illegible] [illegible] Bridge. [illegible]

[illegible] Train 149 [illegible] [illegible] Bridge. [illegible]

[illegible] Once the caboose of Train 149 clears the High Bridge, the [illegible] [illegible].

I found I was able to anchor the Train at the west switch of the passing siding. There is a CTC interlocking here because the line becomes single-tracked for the trip over the long trestle the railroad calls Bridge 256.3, but is better known locally as the High Bridge. Having [illegible] the train moved [illegible] without pause, I took several more photos as it [illegible] the [illegible] [illegible] through the west switch and [illegible] the High Bridge. Then, after the train had disappeared, I found my way back to U.S. Route 34 and resumed my journey home.

Welling Wood Shop

This is a fairly small structure that we used to build welling and provide a good small structure prototype for your reference. Most of the work is done on the main level which is serviced by a small track door at one end of the building and a roll-up door over the center. Because this work does in the main area is dusty and dirty, Mr. Welling built a small office on an upper level with controls accessible by a short step. The roof leads to a stove vent that becomes interesting lines and a distinctive tall tin vent.

The building foundation is Plastic or Poly covered by expansive stone and secured with metal anchors. The building project is constructed of two framed and silicon glue which is covered with board and batten wood siding (other materials painted. The exterior corners are trimmed with 1 by 4 by 4 wood. The doors and windows are Grande Line and are painted in a contrasting color with the siding. The roof is also framed with Sierra Grade Metallic Cedar Shingle roofing. The roof basics is 2x4 secured with a 1 x 6 wood shingle strip. The chimneys are brass tubes projecting through the roof and painted with Polly Scale Creosy Black. The leading decks are secured with Primacoller Marker Finish Cory. The deck decking is ordered wood siding or cut 1x4 2 wood was given on 4x8 wood posts with 2x4 wood cross bracing. Building signage can either be mounted on the face of the building wall or on the roof above half way upside slope of the roof. The roof sign should be supported at the rear with wood 1x4 supports as shown from first on center.

The completed structure is weathered with chalks and an overcoat clear lacquer or acrylic sealer.

NMRA Hornet Boy Museum

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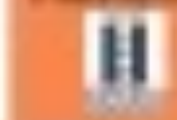

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[illegible]

Figure 1

Figure 3

Figure 4

Building a Laser-Cut Kit

Article and photographs by Scott Kirk

Figure 1

Figure 2

Figure 3

Figure 5

Figure 4

Figure 6

Figure 7

Figure 8

Figure 9

Figure 10

Figure 11

Figure 12

Figure 13

Figure 14

Figure 15

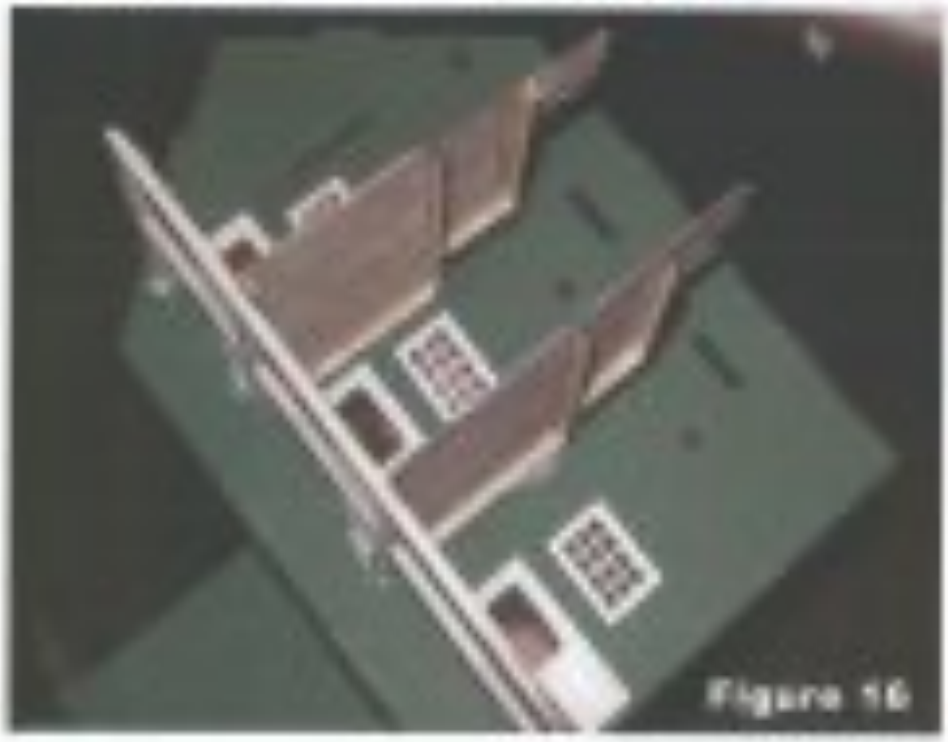


Figure 16

Figure 17

Figure 18

Figure 19

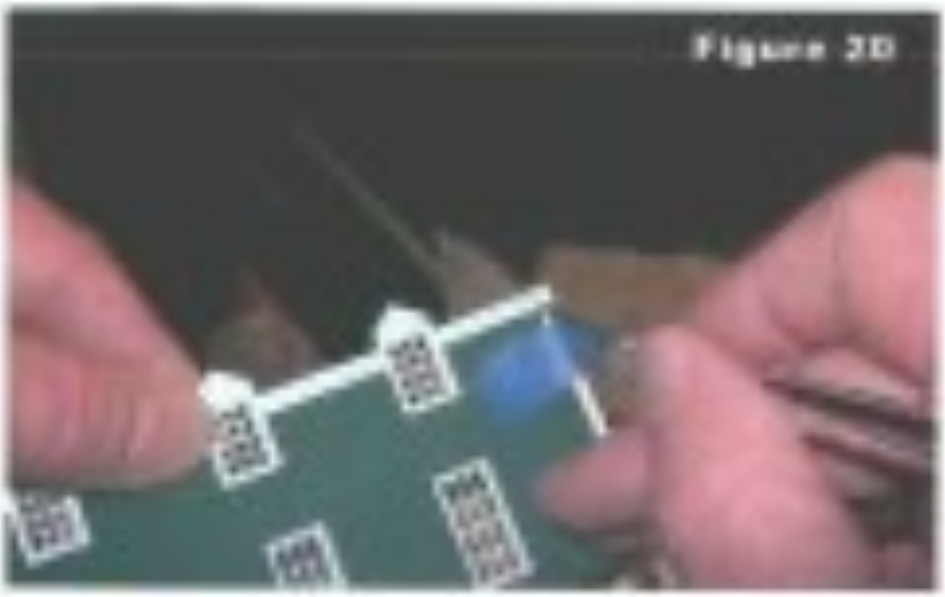


Figure 20

Figure 21

Figure 22

Scratchbuilding With Paper

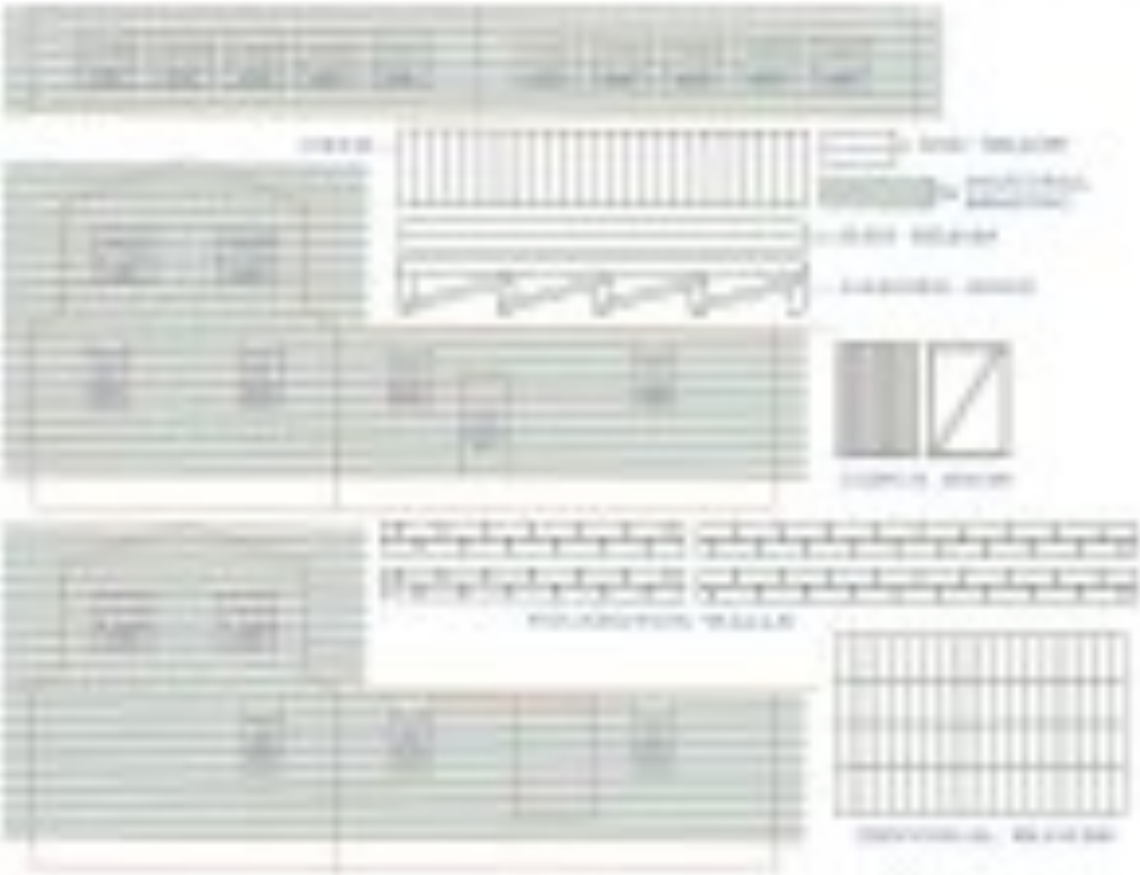
text, photographs and drawings by Dennis Mitchell

Back in the 1950s there were many excellent construction articles in model railroad magazines which incorporated cardboard or paper stock. Paper has been replaced by styrene, wood, and metal, which have many advantages over paper. But one advantage paper still has is that it's inexpensive. If you're just starting out and still understand what I'm saying, paper is also easy to work with, and a whole lot of inexpensive drawings can be made and printed directly on the paper.

When actually get me started on this project wasn't nostalgia or frugality, it was a challenge issued on the Railroad Line Forum, www.railroadline.com. The challenge was to scratchbuild a structure out of paper. The rules were simple: the main material to be used was either paper or cardstock. Commercial windows, such as Tichy or Grandt Line, were permitted, as were wooden stirring sticks.

From this challenge or an opportunity to develop new skills, I decided to build the Moore's Putty Knife Factory. The first task was to find photos for the building. In the late 1960s and early 1970s, E. L. Moore's main product was putty knives. With the exception of the windows and the small door on the left, the entire structure was made from paper and cardstock.

Below: Drawing showing the building's dimensions.



Above: Scale drawing of the wooden building that was printed on Transferaset. The drawing was using previous method of scale.

more as index that appeared on all the issues studied individual publications. The articles discussed a wide variety of interesting buildings. I have a nice collection of old recorded railroad magazines so I spent several enjoyable evenings searching through my collection looking for a building to model out of paper. When I opened the June 1969 issue of Railroad Model Craftsman and found an article about building a Penny Knife Factory, I knew that was it.

The biggest drawback of the building is that it's small. The finished size of the narrow is only 3¾.33 feet, but would still work on a small layout where you don't want the buildings to overwhelm a scene.

Plans

The article had plans that weren't to scale, but the dimensions were given on the rest of the article. I have Scandinavian, 1/4.87 program, so my computer, so it was easy to make a set of drawings for my project. A computer and you have to do this by hand. Paper, a pencil, and a ruler will do fine.

I guess I was lucky that I built this to HO scale. I used Colby structures architectural, so I changed the size of the opening windows to fit the Northeastern Scale Model Craftsman. I followed E.L. Moore's original plans.

If you are going to make a set of drawings with paper and pencil, I would suggest making the drawing on lined paper to preserving the horizontal lines for the siding. The finish paper can easily be done on a computer using a spread sheet program. But HO set the size height to four pieces for about four centimeters using hands. For pieces for six inch separations, eight pieces for nine inches and one piece for 12 inches.

On printer paper I used for the many new Transferaset Microscopes the commercial metal card back in the 1990s. You can buy Transferaset at an art supply store like Michaels. It comes in various thicknesses. I used 130 lb. paper, which is 360.5 inches thick on a body thickness thickness machine #60 scale. My printer feeds from the back and will take thicker paper. To determine the building was thick printed to check the plans directly on the Transferaset paper.

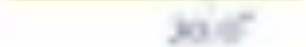
Parts Needed

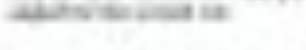
Aside for the printer is no simple. You'll need plastic of sheet No. 15 Strake. I also used single edge razor blades for some cuts, but a No. 11 blade will handle all cutting tasks. It's best to buy blades in bulk, since paper dulls blades quickly. To guide the blades, you need a steel rule. I glued a piece of fine grain paper on the back of the rules using "Welders Glue, so it wouldn't slip in the middle of a cut. A tiff marking pen should be a nice way to work on the cutting. Tweezers are necessary for holding small pieces.

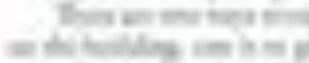
For gluing paper to paper or paper to wood, I used Aleene's "Tacky Glue, which should be available at the same store you bought the Transferaset paper.

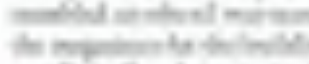
Wooden Building Walls

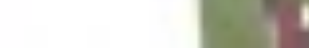
The walls were cut out and laminated to a piece of Strathmore to get a durable thickness making it a very inch thick wall. I used 3M spray adhesive to laminate the sheets of Transferaset since I've had trouble in the past with water based glues causing sheets of paper to wrinkle. Don't make the cut between the two sides for side walls on the drawing until after cutting has been completed. The reason for this is that the walls will be easier to handle with one piece of the bottle, saving two steps. The drawing includes will make this clear. The windows and doors were cut out first. How-











above: Use as a drawing of the completed walls showing position of blocks glued to the base board and the last blocks cut and fitted into the gable.

blocks. Neatly chisel left spaces between the blocks to represent mortar lines.

The corner blocks need to show the end thickness of the boardwalk. Two end blocks on each wall are only part blocks, where the thickness of the adjacent block. Once I glued all the full-size blocks to the foundation outline, as above, I glued a half-size block over overhang the wall. When the glue dried, the overhanging blocks were trimmed flush with the blocks on the adjacent wall. I then filled the little cracks where where the blocks join with spackling as it looked like a solid block. The foundation was completed like the wooden walls and glued to the building.

Windows and Doors

I painted the Tichy windows and doors with primer and an undiluted tan mixture of 60% dull cement for the window glass with M.C.. BCE was also used to glue the windows into the walls.

The cargo door was made from two pieces of 1mm plywood. The first piece, the front face was marked with a 1/4 inch to represent the boards. A single pass will give you enough depth. The top face requires a sharp knife. Sometimes glass cuts a clean edge, what we wish to do is chamfer. Carefully cut the two inside straight lines about the two side face edges. Glue the two layers together and paint the whole.

above: The cargo door was made from two pieces of plywood.

above: Trim to the foundation before painting. Notice the 45-degree corner pieces at the unknown glued into the corners to keep things square. The floor boards will be cut to fit. (Bill Lee)

below: The block is held up on level paper to the loading dock over roads from computer paper to match an inch a piece of thick paper (card tablet).

Roof

I used heavy brown paper for the roof base, with brown grocery bag pieces for shingle work. It has a one inch overhang on all four sides. The shingle work was then painted on the inside roof. After the roof was painted, perpendicular cuts to represent each shingle was cut with a single edge razor. Each shingle strip was painted and then trimmed to the roof with transparent double faced 3/4 tape. I told some of the 1/2 inch tape on the roof surface and then laid the row of shingles on top.

The building was cut from single thickness brown paper. I cut a bunch of four inch wide strips and painted them like the walls, leaving one side unpainted for gluing. I measured and cut each piece to length and touched up the white cut edges with green acrylic paint after they were glued on.

above: The glass is from the front door of my computer and is cut to size of shingles.

Loading Dock

The loading dock is of paper, including the vertical posts. To make the posts I cut 3/4 inch x 4 inch rectangular pieces from computer paper and wrapped them around pieces of 1/4 inch square balsa scrap. I wet the paper first to get it to stay down as the tabbing and then glued the end with white glue.

The frame for the loading dock was cut as a flat piece of cardboard and then diagonal bracing from a single thickness. There are two sets of stairs, one for the loading dock and one to the back porch. The frames for these were cut from laminated paper and the steps and deck from a single layer. The decking was scribed like the original. The railings and posts were sheet stock scraps cut from the laminated cardboard.

After the deck and stairs were assembled, they were spray-painted with grey primer then painted with a brown acrylic paint. Make sure the bench cookie on the deck overhangs the boards.

Above: With finishing about the walls as he cut them from paper. Below: Above the chimney and the base.

Above: The painted paper chimney, next to the copper tube it was cut from.

Below: The paper sheet has now been cut to its shape.

The finishing touch and more are fragile and were glued on last.

Brick Building

The Leslie house reveals what's paper from Micro Mark. Creating one tiny walls kit a window are less than I watched up with a doll out as the patio. The yellow plywood, but to be so easy watch, as a the box is so thin. The walls were weathered the same as the walls on my dollhouse building. I wanted the windows that E. J. Morris has. Anything that a Bradley house wouldn't use here.

The building included a dormer, so I recognized a complex paper around a piece of ½-inch copper tubing and glued it into a

Above: The finished roof, cut paper over plastic foam, before the gluing of the roof tiles.

hole, much like the piece the heating duct. I spray painted it a flat black primer, including up the edges where the chimney.

The bow shut, behind the chimney was made of black paper and the cap was made with four layers of brad boxes, which was spray painted with primer and then painted with an acrylic solid white color. This was added for the chimney.

Metal Roof

I figured the roof on the brick version of the building, which looks like a broken house, should be metal rather than roof paper to cheer for E.J. Morris. The roof there was made from Strathmore's ultra-smooth marking smooth and white side away from the weathering.

I made the metal roof out of paper. I started with a very piece of Strathmore ultra-smooth marking material (No. 4186). I then took a piece of this paper from an old roofing and worked it to make real metal. I used the two pieces of the roof to make the

pieces. This was a lengthy process as each piece of metal roofing paper was dry.

The paper came out a little wrinkled, but large dots indicate it can by standing it up in between a piece of corrugated cardboard and the Strathmore roof top and clamping them all down tight. The "metal" roof was removed and brushed to prevent painting vibrations.

Before the building I painted a sign on the workbench, assembled it on the roof and reinforced the building using the glue-weathering procedure.

I found working with paper wasn't difficult and still has a place to model traditional wooden building. The building required no or no usual saw modeling techniques, which I found challenging and just a little bit of a modelbuilding.

George Gessert is a retired dentist and an illustrator and sculptor of Virginia and Washington. Gessert's Division of the Mid-Century Artists.

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Region 4a Division News by Jim Tauer (#848)
dir4a-cp@lists.nmra.org

I'd love to tell you what's going on in the Division, Region and NMRA (number) clubs that make up the NMRA around the world. But I'm the Director of the NMRA that sits right there in your backyard in NMRA at home. We've got a lot going on in the home environment, so let's get to it.

Homework Assignment

Over the years I've written this column, I've mentioned that Divisions and Regions sponsor adult education courses on the subject of model railroading. In reviewing all the data from Divisions and Regions, I might offer such courses if they could see how others did it. I thought, "Why not put me on all of the Division and Region web sites that conduct such classes, editing/review and include them from there (without course materials)? This material could then be considered and made available to other Regions and Divisions as the basis for their own adult education classes. So I visited the past Board of Directors & Division Superintendents and RBR Archives, NMRA Vice President Projects Book, thoughtfully (thoroughly) to review (as if you're in charge of an adult or family education program for your Division or Region, whether it runs on a one-day seminar or a multi-week course, you have choices and assignments. A model Task is Model Railroading. Use "Adult Education" as your subject. Edit/Include your course material and include lesson plans and other course material you may have as attachments.

Thanks! You'll be helping other Divisions and Regions with a very worthwhile project. And you'll be helping to bring more people into the hobby and the NMRA. I know some members will call each other from coast to coast (or shop / Class discussion).

A Visit to the Rip Track

In the December 2010 column, I remarked that the technology for online registration had become "overwhelmed" from National to Regional conventions. I was wrong. It seems it has actually stabilized up (contact Dave Groom, Webmaster for Rails 2011 Web site) your National Convention to find out more). Pacific Coast Region actually began offering online convention registration back in 2007. That's before any National Convention had done so. Oops!

My thanks also go to Doug Gruhlke, Dave Perry, who caught a couple of typos in the February column. In the feature called "Exceptional Planes," I referred to the Steam Trail Division of the Northeastern Region as the "Tenderbox Trail Division." That is long as I was in NER territory I could possibly mention the Potomac Division there as a short, shorter building, home-connected packets for DCC chronicles. The Potomac Division is jointly located in the Mid-Eastern Region.

My sincere apologies to all for the confusion. Credit to our keen readers when credit is due. I never knew the difference between Santa and Gasoline, making SANTA CAPS. Just how it could be said to get the Potomac Division back where it belongs. My thanks to all of you who have shared with me your comments on how to improve this column.

Fifty Years of Achievement

This year marks the 50th anniversary of the NMRA Achievement Program and the Preliminary Introduced the Northeastern Region with its celebrating. Each year the Division sponsors an event called Train-In-Camp and this year it will be adding the AP's 50th. In addition to other model railroading learning opportunities, attendees interested in the AP will be able to meet with qualified judges who will be on hand to answer questions about the program and help with paperwork for those working to have models judged. By prior arrangement, they will also be available to judge models on-site on a home layout.

Sounds like a fun idea that other Divisions could get in on as well. Not only providing a successful outdoor railroading event for kids but also the local Region convention or other activities to get AP judging done. And it would be a great way to celebrate the 50th anniversary of one of the NMRA's premier programs. My thanks to the Piedmont Division's Brian Youngblood for spreading the word. Visit special event.

Fifty/Fifty

While the new AP activity isn't connected to the program itself, it may well be. In the 50th anniversary year, what would you think about getting a 50th service award along with your next AP certificate? That's exactly what they're doing in the Shenandoah Lakes Region there does. I mentioned how the Shenandoah River Valley Division, Rapidan, also official members of the TCLR Division. The offer is simple. Complete the qualifications for any of the 11 AP certificates. Then once National approves the paperwork and the certificate is issued, the TCLR sends the first ever AP participant a check for fifty bucks. Nice!

The whole idea is to get members involved in the AP and to dispel the misconception that AP paperwork is just too complicated. To head to depot that work, MMWD "Improvements" Train Divisions officially declared the Division to be not closing. Paperwork Days to help members who are in the paperwork, assisted already from the Volunteers certificates. I understand the TCLR members will even be setting out of chocolate

[illegible]

Picture This...

[illegible]

...And Listen to This

[illegible]

Rule 17 and DCC

[illegible]

If It's Broke, Don't Fix It!

[illegible]

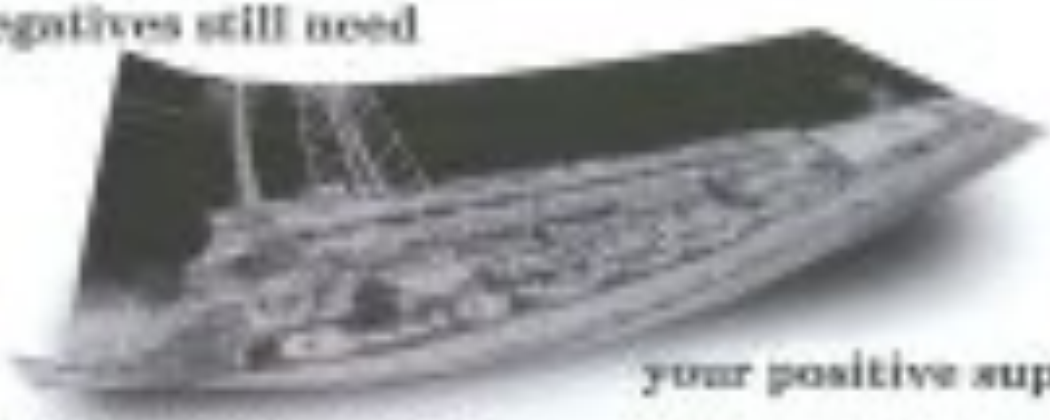
Are You Going?

[illegible]

Good Old Dean

[illegible]

Our negatives still need



your positive support.

Go to the HOUSE along photos and video from our Kenbourn Memorial Library that we're hoping to digitise and put online. The point-value is that we've declared a lot of clandestine and secret help began. You could be seeing the initial results on our website as early as First Quarter 2011.

The real quite original news is that the room's required our financial goal yet. We've still need your help.

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Display Car

Product Announcements

Intermountain

HO Scale

[illegible]

Micro-Trains

N Scale

[illegible]

Heartland Railway

Woodland Scenics

Conducted by Elizabeth A. Dow, NMRA
Manager, Standards & Conformance Department

Product Review
Fox Valley Models Hiawatha Passenger Cars

This product did receive a Conformance Waiver.

by Gary Hoover

The first Milwaukee Road streamlined service between Chicago and the Twin Cities in 1935 and were an instant success. By 1937 the other Milwaukee routes had been added. The 30 Hiawatha Road's Hiawatha were streamlined, lightweight trains designed to compete with the Burlington Route's Zephyrs and Chicago & North Western's 400s. The old Limited operated between Chicago and the Twin Cities was 6 hours 55 minutes, which was the same time as the Zephyrs. Pulling the Hiawatha name were streamlined steam locomotives which undoubtedly added to the public appeal. The original Hiawatha consisted of a cafe/buffet car, three coaches, a parlor car and a lounge/observation car. The lounge and observation cars featured Milwaukee Road passenger cars. The buffet car featured the "Tip Top Tap" a 24-seat enclosed lounge. There also were three dining cars. Typically, the consist was arranged with the coaches at the front followed by the cafe car, parlor car, and diner/lounge car. By October 1936, the trains' popularity required additional seats be added — now eight cars. With this new length, the 4-4-2 Atlantics were approaching their limits in handling the longer trains. In 1938, the Atlantics were replaced with the more powerful 4-6-4 Hudson steam locomotives. As the trains popularity continued to increase, so did the length, reaching eventually to 14–15 cars. Over the years the Hiawatha service Milwaukee's 1935 Hiawatha consisted the Midwest, Mountain, Morning and Afternoon Hiawatha, and the Morning Hiawatha, and the Afternoon Hiawatha. For more precise information on the Hiawatha and the Milwaukee Road, check out the Milwaukee Road Historical Society web site at http://www.milwaukeeroad.org/ and the Milwaukee Road email discussion group at http://finance.groups.yahoo.com/group/MILW/.

Last month, we examined Fox Valley Models' beautiful HO scale 4-4-2 streamlined Atlantic. This month we'll take a look at the accompanying coaches. The handsome streamlined coaches, museum, and parlor/observation cars in HO scale. The Hiawatha consist previously being produced by Fox Valley in the original 1935 version, which included the cafe, diner, coaches, museum, and parlor/observation cars. In HO scale. The Hiawatha consist previously being produced by Fox Valley in the original 1935 version, which included the cafe, diner, coaches, museum, and parlor/observation cars. Historical Each car features metal grab irons and steps. The underbody details are excellent and include the typical array of appliances such as air reservoirs, air conditioners, tanks, and brake details. Exterior details include roof vents, and diaphragms

HO

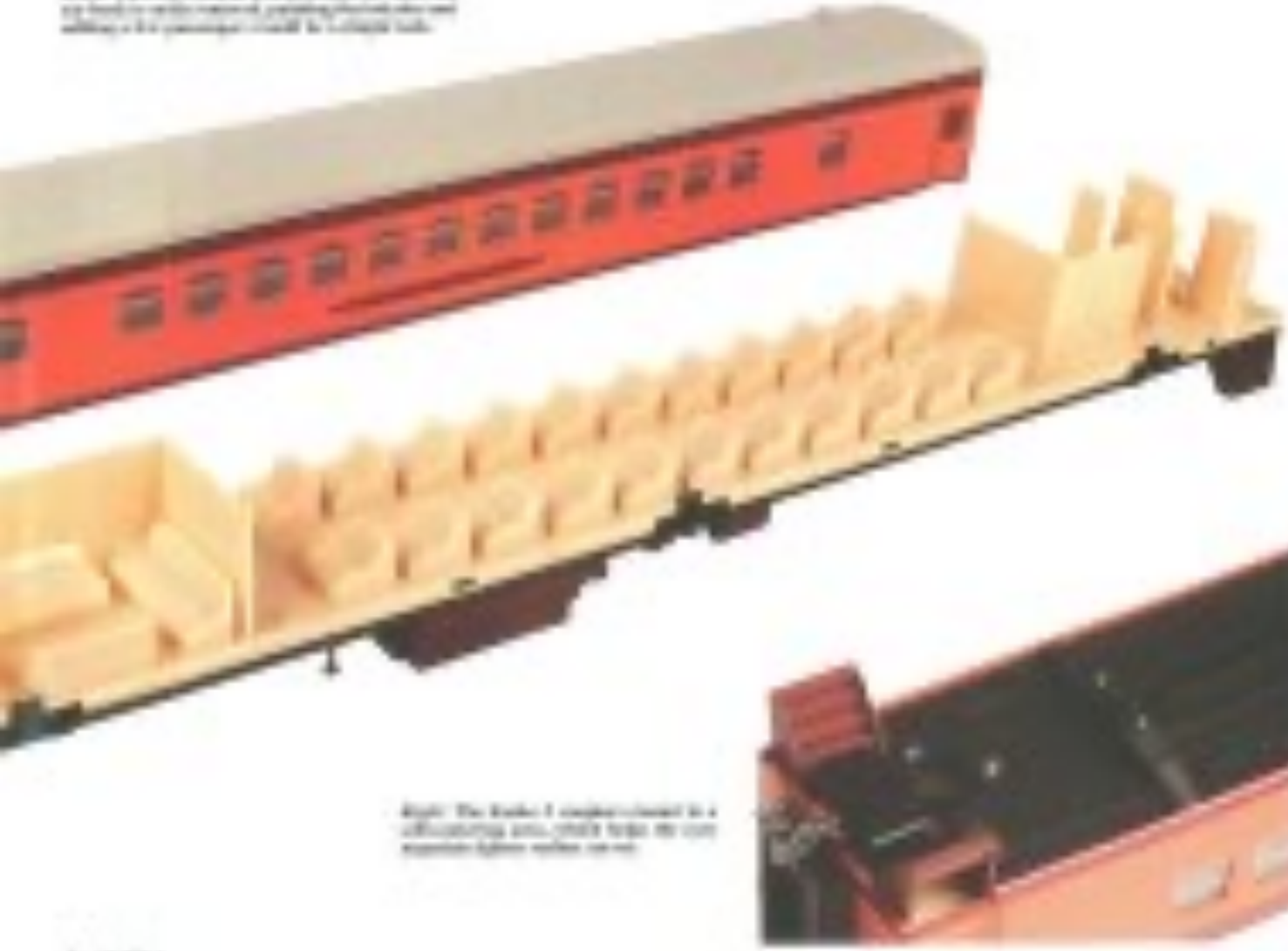
[illegible]

Table 1: Conformance and Inspection Summary

STANDARDS [illegible]	
S-2 Couplers	Pass
S-4 Wheels	Pass
S-7 Clearance	Pass
S-9 Electrical	n/a
RECOMMENDED PRACTICES [illegible]	
RP-20.1 Car Weight	[illegible]
RP-22 Bolsters	[illegible]
RP-24 Journals and Axles	[illegible]

[illegible]

[illegible]



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Notice of 2012 Elections

The following NMRA Officers and Board of Directors positions are open for election in 2012:

1. President;
2. Vice President, Administration;
3. Vice President, Special Projects;
4. Eastern Division Director;
5. Pacific Division Director; and
6. At Large North American Director.

Please check Article III, paragraph G, of the NMRA Bylaws Handbook, NMRA Bylaws http://www.nmra.org/national/organization/nmra_organization.html for the nature of the duties affected. Qualifications for candidates are listed in Art. III-B.

All submissions of candidates' names for consideration by the Nominations Committee shall be submitted to Dalith Vess, Chairman of the Nominations Committee, dvess@nmra.org, on or later than June 15, 2012.

Candidates not chosen for the ballot positions by the Nominations Committee may be selected by petition per Article III-C. All petitions for submitting by persons not contained in the NMRA. All petitions by petition shall be received by the Secretary NMRA on or later than July 31, 2012.

ACHIEVEMENT PROGRAM

[illegible]

Southeastern Region

[illegible]

Pacific Coast Region

[illegible]

Rocky Mountain Region

[illegible]

Texas Star Region

[illegible]

Mid-Continent Region

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by Mary Lovelock, Library Director

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Featured Book

The Life and Death of a Rural Line: Economic Change and Railroad Abandonment in Pennsylvania, 1867 to 1967. 1998. Cloth.

By David Blackburn. Published by: The History Center in Tompkins County, 401 East State Street, Suite 106, Ithaca, NY 14850. To order, please visit www.The HistoryCenter.org, write to the address above, or call (607) 273-8107. 3,000 words, 186 pages, 150 black-and-white illustrations, 21 maps, plus shipping. New York residents add 8% sales tax.

The Life and Death of a Rural Line is railroad historian David Blackburn's remarkable handbook of country operations—the daily roles of train and engine crews, dispatchers, and the passengers and shippers they serve. This is a history of the Elmira, Cortland & Northern Railroad, 1867–1967. Later the Elmira & Cortland Branch of the Lehigh Valley Railroad, Blackburn's account here of Boyds of Ruby's personal encounters and diaries during over three decades of the line in the 1800s, and the growing agribusiness the busy shippers and the men on the ground and more and wiser in the interests and tonnage, like photos and words show the various perils of the early years, as well as the fascinating relationships between workmates.

Typical railroads were fascinating. The ECANY began as an amalgam of favorable deals about how a railroad line with great prospects. They would fight to each timetables, until the railroad was finishing the job expected to be doing well with passenger revenues until the automobile arrived in the 1900s. Coal and cattle were important freights. Businesses grabbed at their profits and benefits in World War II.

Book

Railroad News: The American West as Told in the Transcontinental Gateway

By Linda Grace Hoffman. Published by Indiana University Press, 601 N. Morton Street, Bloomington, IN 47404. To order, check with your local bookseller, visit http://iupress.indiana.edu or call 1-800-842-6796. Hard cover, 168 pages, $39.95 plus shipping.

Called from the 20 years the space recording the American West as a freight brokerage and conference to the Southern Pacific and Union Pacific railroads. Linda Grace Hoffman delivers a modern chronicle side of railroading with Railroad News. The 1996 release comes at a critical time in the history of the Southern Pacific Railroad as it merged with Union Pacific. Hoffman's after-the-fact interviews, distribution, formal reviews, and corporate oversight — subjects who contributed to the merger — present a revelatory account of life on the rails. Photographs and letters to the Newsletter's editor of the wedding. When with managerial cowboy Lars Olsen mostly each discussion working in the total season, while every each letter every. The result is an honest, gritty and working collaboration

We're looking for a few good layouts... Twelve, to be exact!

You're proud of your Model Railroad. Why not share it by submitting a photo for the 2012 edition of the MMR (Model Railroad Calendar) that is distributed to every U.S. member of a train-related project. We'll pick the top submissions for inclusion. To have your layout considered, just follow these easy steps:

1. Take a horizontal (landscape) format picture of your layout.
2. Submit your photo as a 35mm or medium-format slide (100 ASA or slower), as a print from film (min. 5 x 10"), as a 35mm or medium-format color negative (200 ASA or slower) with a 3.5" or larger reference print, or as a digital file. Digital files must be 300 pixels per inch (ppi) at 5 x 10" (this equals 7.2 megapixels). Accepted file types are tiff (preferred) or jpeg high.
3. Write a caption describing the scene in your shot, the scale, builder, and photographer and include it on a separate piece of paper. Please do not write on the back of prints.

Send to: Calendar Program
ATTN: Brent Lambert
4101 Dromedary Road
Chattanooga, TN 37421

The deadline for submissions is July 31, 2011.
For questions contact Brent at (423) 894-6344

* National Model Railroad Association

Timeframes

From the collections of the NASA Kalamazoo Memorial Library

Although the Kalamazoo Memorial Library photo collection documents primarily the local railroad industry, other industries are represented — especially those directly served by railroads, such as this one. One example is this 1928 image of the "refining furnace operators" at the International Smelting and Lead Refining Company's Encanada, Utah, Plant. Thirty-five men, one Native American, pose for the camera during the operation at the six 15-foot, 30-additional, shot-off area furnaces in this view. In addition, this set also records several shots of the Utah Apex Mining Company's smelter and refinery, including images of the entire plant layout circa 1940, as well as the railroad that served the plant's extensive works. Many of the Robinson, H. Ohio and Pacific Railroads. — Robert Johnson Collection

With more than 20,000 images catalogued and more than 100,000 images readily accessible, the NASA Library is continuously [illegible] photographs. Call or write to the Kalamazoo Memorial Library at the address listed on NASA Mission Info for more information.

National Retailers

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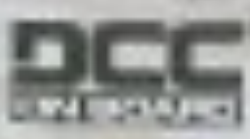
A STREETCAR NAMED...BIRNEY

Originally called "Safety Cars" to emphasize that they were safe to ride (even without a motorman), these streetcars are better known as "Birneys" after their co-designer, Charles O. Birney. Small and lightweight, they were designed for light-duty operations, which made them a boon to labor-strapped cities during World War I and economical to operate during the Great Depression. Produced in Single Truck Motor, Trailer Versions as designed for ultra-modern control systems (sold separately) and Accessory DCC speed, direction and lighting controls. Most Are Prototypical Birney (a rare historic hobby creation)

Powered Includes
- DCC equipped for speed, direction, and lighting
- Designed for ultra-modern control system installation
- Metal wheels NMRA compliant diameter
- 9-pin plug
- Constructed with plastic

- Removable grabbing for three-car-set operation
- Working trolley pole
- All-wheel drive
- Prime-it mentor
- LED lighting